

FINAL Report

Modeling TDM Effectiveness:

Developing a TDM Effectiveness Estimation Methodology (TEEM) and Case Studies for the SR 520 Corridor

Part of the

Implementing Corridor TDM Programs in the Puget Sound Region Project

APPENDIX B

Strategies Tested by Case Study Area

Prepared for

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Appendix B

Strategies Tested

The following sections list the type of TDM strategies that were tested, and the level at which they were tested for each case study area. All costs or subsidies are expressed in 2001 dollars.

University District (Seattle)

- 1.1 **Alternative Mode Subsidy** - \$2/day subsidy of any non-drive alone mode offered to 20% of the employees
- 1.2 **CTR-Type Programs for Smaller Employers** - Apply CTR requirements for employers with 50 to 99 employees
- 1.3 **Increased Density Near Transit Corridors** - Redistributed 50% of the growth to the top 20% of TAZs.
- 1.4 **Bicycle Lanes, Paths** - Increase bicycle facility coverage by 20 percentage points
- 1.5 **Parking Pricing at Employment Sites** - Increase the cost of employee parking by \$2 per day

South Lake Union (Seattle)

- 2.1 **Alternative Mode Subsidy** - \$2/day subsidy of any non-drive alone mode offered to 20% of the employees
- 2.2 **Multi-Employer TMA** - Apply TMA Program for employers with 50 to 99 employees
- 2.3 **Encourage Mixed-Use Development** - Redistributed 50% of the growth from the bottom 80% mixed use TAZs to the top 20% TAZs.
- 2.4 **Encourage Infill & Densification** - Redistributed 50% of the growth from the bottom 80% density TAZs to the top 20% TAZs.
- 2.5 **Flexpass/Residential Pass** - Offer Flexpass to 20% of study area employees

Wallingford (Seattle)

- 3.1 **Alternative Mode Subsidy** - \$2/day subsidy of any non-drive alone mode offered to 20% of the employees
- 3.2 **CTR-type Programs for Smaller Employers** - Apply CTR requirements for employers with 50 to 99 employees
- 3.3 **Multi-Employer TMA** - Apply TMA Program for employers with 50 to 99 employees
- 3.4 **Bicycle Lanes, Paths** - Increase Bicycle facility coverage by 20 percentage points
- 3.5 **Flexpass/Residential Pass** - Offer Flexpass to 50% of the residents in the study area

Downtown Redmond

- 4.1 **Vanpool Programs** - Offer the full vanpool package to an additional 20% of employees
- 4.2 **Encourage Mixed-Use Development** - Redistributed 50% of the growth from the bottom 80% to the top 5% to 20% TAZs.
- 4.3 **Provide Pedestrian Facilities** - Increase coverage of pedestrian facilities by 10%
- 4.4 **Restricted Parking Supply** - Reduce the parking ratio for new development by 20%

4.5 Parking Pricing at Employment Sites - Increase the fee for employee parking by \$3 per day

Willows Road (Redmond)

5.1 Vanpool Programs - Offer the full vanpool package to an additional 20% of employees

5.2 Alternative Mode Subsidy - \$2/day subsidy of any non-drive alone mode offered to 20% of the employees

5.3 Telecommuting - Telecommuting offered to 20% of employees

5.4 Increased Density Near Transit Corridors - Redistributed 50% of the growth to High transit service TAZs.

5.5 Bicycle Lanes, Paths - Increase the bicycle facility coverage by 20%

Downtown Kirkland

6.1 Telecommuting - Telecommuting offered to 20% of the employees

6.2 Multi-Employer TMA - Apply TMA Program for employers with 50 to 99 employees

6.3 Restricted Parking Supply - Reduce the parking ratio for new development by 20%

6.4 Parking Pricing at Employment Sites - Increase the fee for employee parking by \$3 per day

6.5 Flexpass/Residential Pass - Flexpass offered to 20% of employees

Totem Lake (Kirkland)

7.1 Vanpool Programs - Offer the full vanpool package to an additional 20% of employees

7.2 CTR-Type Programs for Smaller Employers - Apply CTR requirements for employers with 50 to 99 employees

7.3 Multi-Employer TMA - Apply TMA Program for employers with 50 to 99 employees

7.4 Parking Pricing at Employment Sites - Increase the fee for employee parking by \$3 per day

7.5 Flexpass/Residential Pass - Flexpass offered to 20% of employees

Downtown Bellevue

8.1 Alternative Mode Subsidy - \$2/day subsidy of any non-drive alone mode offered to 20% of the employees

8.2 Increased Density Near Transit Corridors - Redistributed 50% of the growth to High transit service TAZs.

8.3 Encourage Mixed-Use Development - Redistributed 50% of the growth from the bottom 80% mixed-use TAZs to the top 20% TAZs.

8.4 Encourage Infill & Densification - Redistributed 50% of the growth from the bottom 80% density TAZs to the top 20% TAZs.

8.5 Parking Pricing at Employment Sites - Increase the cost of employee parking by \$2 per day

Crossroads (Bellevue)

9.1 Alternative Mode Subsidy - \$2/day subsidy of any non-drive alone mode offered to 20% of the employees

- 9.2 **Increased Density Near Transit Corridors** - Redistributed 50% of the growth to High transit service TAZs.
- 9.3 **Encourage Mixed-Use Development** - Redistributed 50% of the growth from the bottom 80% mixed-use TAZs to the top 20% TAZs.
- 9.4 **Encourage Infill & Densification** - Redistributed 50% of the growth from the bottom 80% density TAZs to the top 20% TAZs.
- 9.5 **Flexpass/Residential Pass** - FlexPass offered to 20% of residents

Redmond Ridge (King County)

- 10.1 **Vanpool Programs** - Vanpool offered to all employees
- 10.2 **Alternative Mode Subsidy** - \$2/day subsidy of any non-drive alone mode offered to 40% of the employees
- 10.3 **Compressed Work Week** - Compressed work week offered to 50% of employees
- 10.4 **Bicycle Lanes, Paths** - Bicycle Facility coverage increase by 40%
- 10.5 **Flexpass/Residential Pass** - Flexpass offered to 20% of residents